

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4501.

日七初月二年十三緒光

WEDNESDAY, MARCH 23, 1904.

三拜禮

號三十月三英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,310,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHOWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,500,000
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, N. A. SIEBS, Esq.
E. GOETZ, Esq. H. W. SLADE, Esq.
A. HAUPT, Esq. C. A. TOMES, Esq.
H. SCHUBART, Esq. E. S. WHEELER, Esq.
E. SHILLIM, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.

LONDON BANKERS:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may
be obtained on application.

INTEREST on deposits is allowed at 3½
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Paid up Capital " 344,371

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—Canton, Hankow,
Tientsin, Tsingtau (Kiautschow)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

NO. 1, RIFON TERRACE IN FLATS.

No. 4, RIFON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing
Race Course.

FLATS IN MORTON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWN No. 3A, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

No. 10, MACDONNELL ROAD.

Apply to:
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 11th March, 1904. [26]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [27]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	{ SIMLA F. R. Summers }	Noon, 26th March	See Special Advertisement.
SHANGHAI	{ BENGAL G. Philipp }	About 26th March	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ JAVA S. Barcham }	About 30th March	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE, (Passing through the Inland Sea).	{ FORMOSA B. H. W. Snow }	About 5th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd March, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 30th March.
HAMBURG	WEDNESDAY, 13th April.
PRINZ HEINRICH	WEDNESDAY, 27th April.
OLDENBURG	WEDNESDAY, 11th May.
BAYERN	WEDNESDAY, 25th May.
SACHSEN	WEDNESDAY, 8th June.
ZIETEN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 20th July.
RUON	WEDNESDAY, 3rd August.

* Steamer of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 30th day of March, 1904, at Noon, the Steamship "PREUSSEN,"
of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILED, PASSEN-
GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 28th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 29th March, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 29th March.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 16th March, 1904. [3]

Intimations.

GOLD REEF BRAND

Pure Cream.

See future announcements.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.
Monthly Boarders accommodated on very moderate terms.
For Particulars apply to

THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

Wm. FARMER,
Proprietor.

Intimations.

Bovril is Strength.

In these days of increased commercial
activity strength and perfect health are
needed more than ever. Bovril taken
regularly is most strengthening and sus-
taining. It keeps the system in the
very pink of condition.



JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chafco, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuohinotani, Sasebo, Miike, Haldate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
N. INUZUKA, Manager, Hongkong

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at
a moment's notice.

Contracts made on special terms with
Caterers, Committees, Messes and Captains of
Steamers. All Wines, Spirits and Beers supplied
are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [41]

AQUARIUS.

A PERFECT TABLE WATER

MADE FROM

PURE TREBLE DISTILLED WATER.



Telephone
No. 75.

CALDBECK, MACGREGOR & CO.,

GENERAL MANAGERS,

15, Queen's Road.

Hongkong, 5th March, 1904. [42]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to
FIFTY CENTS per piece.

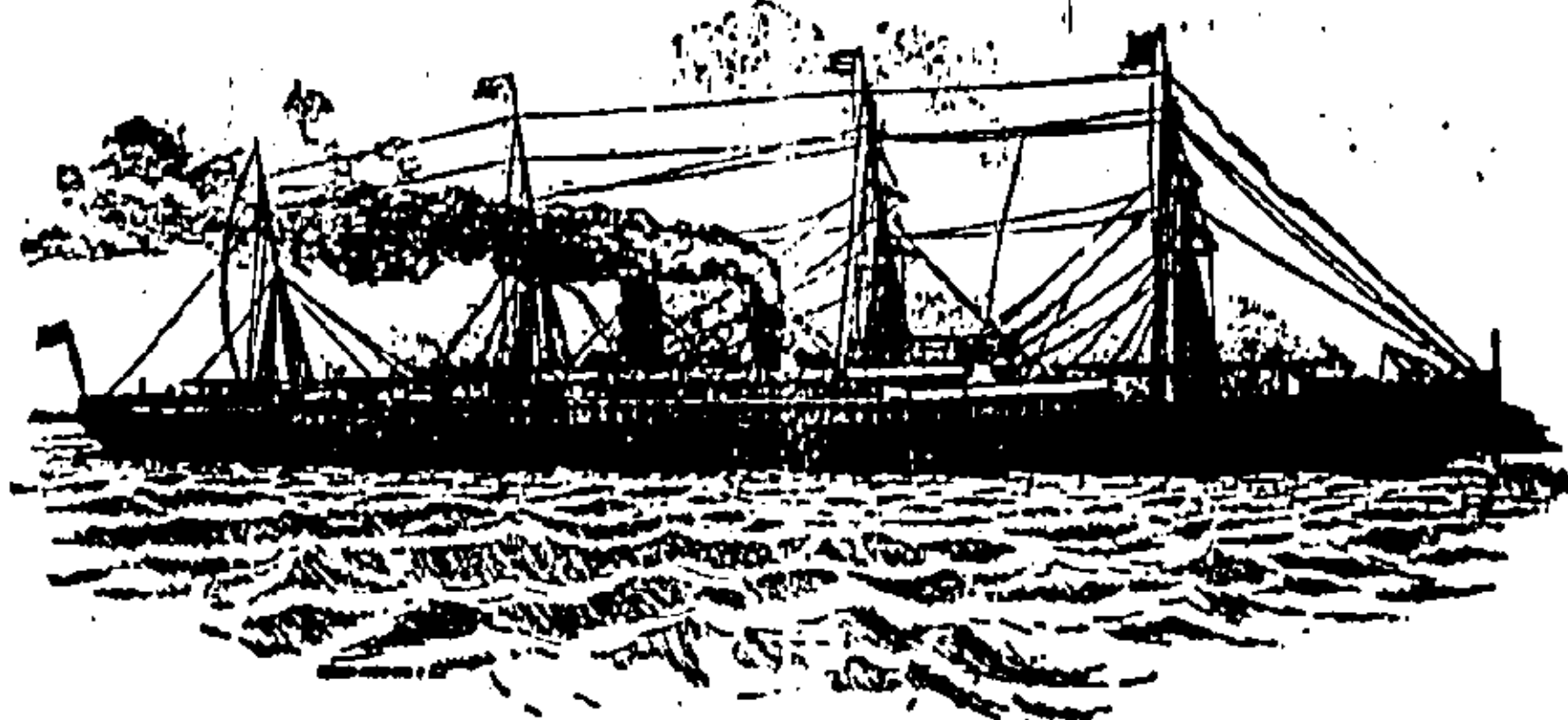
BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE

34

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,060 Gross Tons...	TUESDAY, 5th April, at Noon.
"DORIO"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIO"	4,352 "	SATURDAY, 7th May, at Noon.
"KOREA"	11,276 "	TUESDAY, 24th May, at Noon.
"GAELIO"	4,305 "	THURSDAY, 2nd June, at Noon.
"AMERICA MARU"	6,307 "	SATURDAY, 11th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

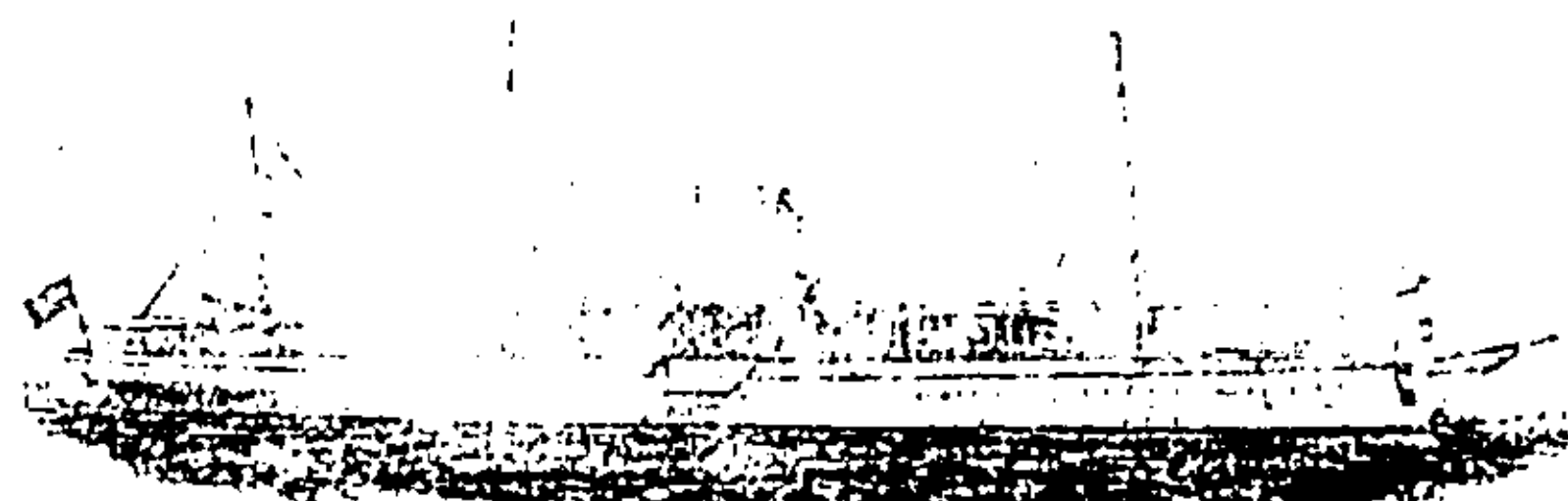
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 21st March, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
R.M.S. "EMPRESS OF CHINA" 6,000 Tons... WEDNESDAY, 30th March.
"EMPRESS OF INDIA" 6,000 " ... WEDNESDAY, 20th April.
"ATHENIAN" 3,882 " ... WEDNESDAY, 27th April.
"EMPRESS OF JAPAN" 6,000 " ... WEDNESDAY, 11th May.
"TARTAR" 4,425 " ... SATURDAY, 21st May.
Hongkong to London, 1st Class, via St. Lawrence 460. Via New York 462.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail 440.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 9th March, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ABESSINIA	ST. NAZAIRE, HAVRE & HAMBURG.	2nd April.
Filler	(Calling at SINGAPORE and COLOMBO).	Freight.
BRISGAVIA	HAMBURG.	12th April.
Schlike	(Calling at SINGAPORE and COLOMBO).	Freight.
SUEVIA	HAVRE & HAMBURG.	25th April.
von Döhren	(Calling at SINGAPORE and PENANG).	Freight.
ARTEMISIA	HAVRE & HAMBURG.	3rd May.
Gronmeyer	(Calling at SINGAPORE and COLOMBO).	Freight.
MARBURG	HAVRE & HAMBURG.	17th May.
Stern	(Calling at SINGAPORE and PENANG).	Freight.
STRASSBURG	HAVRE & HAMBURG.	31st May.
Maden	(Calling at SINGAPORE and COLOMBO).	Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings,

Hongkong, 16th March, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons...	Captain R. D. Thomas.
"POWAN"	2,338 " "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 " "	W. A. Valentine.
"HANKOW"	3,073 " "	C. V. Lloyd.
"KINSHAN"	2,860 " "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons... Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12:30 P.M.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons... Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons... Captain B. Branch.
"NANNING," 509 " " " C. Buchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd March, 1904.

JAVA-CHINA-JAPAN LINE.
HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA and MACASSAR	Second half of March	JAPAN	Second half of March
TJILATJAP	Do.	Second half of April	JAPAN	Second half of April
TJIMAN	JAPAN	First half of April	SINGAPORE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE AGENTS,
THE HOLLAND-CHINA TRADING CO.
Telephone No. 201,
Hongkong, 18th March, 1904.

Intimations.

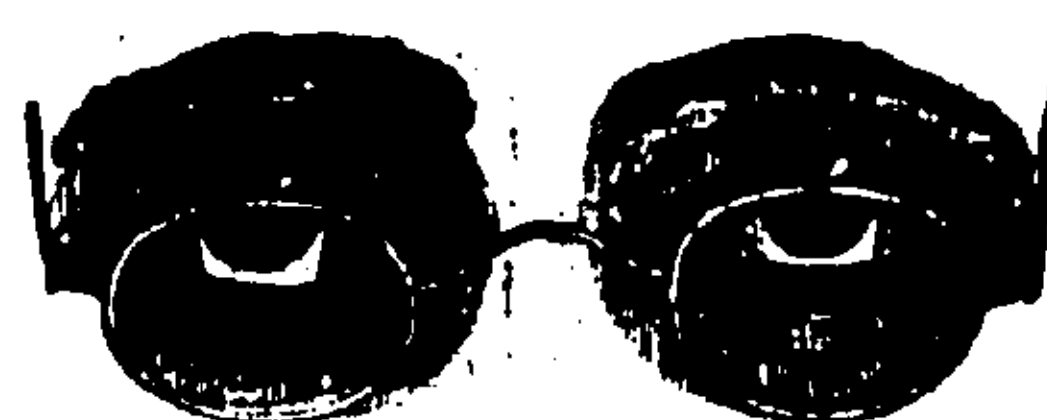
PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.
WORK GUARANTEED TO BE
THE BEST IN THE COLONY.
LADIES' SPECIAL TOILET ROOM.
PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to
THE MANAGER.
Hongkong, 1st November, 1903.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.
No charge for testing the eyes.
Glasses and frames of all kinds and qualities.
Prices from \$2 upwards.
16, QUEEN'S ROAD, CENTRAL.
Hongkong, 6th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900.

[32]

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF HO' MUI SZ, OTHER
WISE HO LIN SHING, LATE OF
VICTORIA, HONGKONG, Deceased.

TENDERS will be received by the Under-
signed, at the Registry of the Supreme
Court House until Noon of WEDNESDAY,
the 30th March, 1904, for the purchase of the
Business of the 1 WO Pawnshop, of No. 86,
Hollywood Road, Victoria aforesaid, including
the GOODWILL, STOCK-IN-TRADE,
SIGNBOARD, BOOK DEBTS, FURNI-
TURE and effects therein.

Every Tender shall be accompanied by a
Deposit of \$1,000, which sum will be forfeited
if the person fails or refuses to carry out his
Tender should the Tender be accepted.

The Undersigned does not bind himself to
accept the highest or any Tender.
For further particulars, apply at the
Messrs. EVANS & HARTSON, Solicitors, No. 1,
Queen's Road Central.

Dated 18th March, 1904.
ARATHOON SETH,
Official Administrator.

[32]

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held in
the HONGKONG HOTEL on SATUR-
DAY, 26th March, at 7.45 for 8 P.M. Members
who wish to be present are requested to send
in their names to the undersigned at the
CHARTERED BANK, not later than THURS-
DAY, 24th instant.

H. F. CHARD,
Hon. Secretary.
Hongkong, 16th March, 1904.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE FIFTEENTH ORDINARY AN-
NUAL MEETING OF SHAREHOLDERS
in the Company, will be held in the
Office of the General Managers, No. 14, Des
Voeux Road, Victoria, on WEDNESDAY,
6th April, at 11.30 A.M., for the purpose of
receiving Statement of Accounts and the Report
of the General Managers for the year ending
31st December, 1903, declaring a Dividend and
electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from Saturday, 2nd April,
at 1 P.M., until Wednesday, 6th April.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1904.

WINDSOR GARDEN
AND RESTAURANT,
WONG-NEI-CHONG ROAD,
(HAPPY VALLEY),
Past the Race-Course.

UNDER EUROPEAN MANAGEMENT.

MEALS AND REFRESHMENTS
are served in style at reasonable prices,
and the
Attendance will be found satisfactory.

PARTIES' DINNERS, PICNICS, &c.,
can always be arranged for through the
Manager.

The Scenery of and the View from the
Garden would be hard to beat, and many
customers have called it the loveliest spot in
Hongkong.

Come once and you will come again.
JACOBS & HUBER,
Proprietors.

Hongkong, 17th March, 1904.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.
In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th August, 1903.

[D]

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS of the Company will be held at the
Offices of the General Agents TO-MORROW,
the 24th March, at NOON, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1903.

The TRANSFER BOOKS of the Company
will be CLOSED from 11th to 24th March,
both days inclusive.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 23rd March, 1904.

LUZON SUGAR REFINING COMPANY,
LIMITED.

THE TWENTY-SECOND ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at the
Offices of the General Agents, Peddar's
Street, TO-MORROW, the 24th March, at
1.30 P.M., for the purpose of receiving the
Report and Statement of Accounts to 31st
December, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from 11th to 24th March, both
days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 23rd March, 1904.

THE CHINESE INSURANCE COMPANY,
LIMITED.

(IN LIQUIDATION).

NOTICE is hereby given that a GENERAL
MEETING of the above-named Com-
pany will be held at the Office of the Hon.
P. CHATER, C.M.G., Victoria Buildings,
Queen's Road, at 3 o'clock in the afternoon on
SATURDAY, the 26th day of March, when the
Liquidator will lay before the Shareholders a
Final Report together with the Statement of
Accounts to 31st December, 1903, and the
following Resolution will be proposed, viz.—

To those Shareholders who make a written
application to the Liquidator, Mr. J. Goos-
mann, on or before the 2nd day of April,
1904, \$1 (Dollar One), or a fraction of
same, will be returned per Share, and any
Balance remaining after payment of
Auditor's Fee, Printing and Petty Ex-
penses is to be transferred to the credit of
the Liquidator.

The Books of the Company are to remain in
safe custody with Messrs. Melchers & Co.,
and to be destroyed after two years from
date.

J. GOOSMANN,
Liquidator.
Hongkong, 10th March, 1904.

CAMPBELL, MOORE AND COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY AN-
NUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Office, No. 29, Queen's
Road Central, on THURSDAY, the 31st
March, 1904, at NOON, for the purpose of re-
ceiving the Report and Statement of Accounts
for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 18th to the 31st
March, both days inclusive.

By order of the Board,
M. A. A. SOUZA,
Secretary.

Hongkong, 14th March, 1904.

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that,
on and after This Date, they can obtain
SCRIP CERTIFICATES for SHARES of the
NEW ISSUE in EXCHANGE for HONG-
KONG AND SHANGHAI BANK RECEIPTS on
Application at the REGISTERED OFFICES of
the Company, Nos. 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th February, 1904.

[37]

ADMIRAL'S BLUNDER.

PROBABLE INVASION OF VLADIVOSTOK.

The eye-witness details of the Port Arthur fighting that are now appearing ought not to be accepted without a certain amount of caution.

Transmitted via an American newspaper, the possibility of pictures being added by journalists who, in the Hispano-American conflict, showed themselves past-masters at realistic fiction, should always be kept in mind. On the other hand, things may be verbatim as they came from the *Columbia*. As for correspondents' messages, the censor is sure to have been at them. Excluding such absurd details as the story of *Columbia* captain calling for cigarettes in the midst of bursting shell, from this and other reports certain facts are tolerably obvious.

Everything suggests that the Russians were not altogether caught napping by the torpedo attack. There is no special reason to think that their look-out was bad, as it is reported to be. The fact that only one searchlight was burning would seem to be established, but that was one too many. A searchlight is a useful guide to the attack. It shows where the fleet is.

Admiral Stark's deadly error lay in being at anchor in the outer roadstead, and in under-estimating the value of the torpedo at sea and against ships in motion. The value of this weapon is not over and above great. A well-handled fleet need not fear it, but against ships situated as the Russians were the torpedo is a dangerous foe, and Admiral Stark is likely to need all his interest to retain his command after what has happened. He was never the man to inspire that confidence Admiral Togo can inspire. He is not so much a bad officer as a mediocre one, far too slow a thinker to be pitted against the rapidly thinking Japanese.

RUSSIA'S LUCK.

For the rest, guarding against sudden torpedo attack is a difficult matter, and it is early yet to blame the Russians for their disaster, saving over the fatal error of being where they were. The Japanese attack was conceived with the utmost brilliancy, and Russia is lucky to have got off so lightly as she did.

She might have lost every single ship in the fatal roadstead; indeed, had the torpedo come fully up to expectations, she would have done so.

Explanation is still required as to why only so few ships were torpedoed. Judging by the light of orders issued in the Chino-Japanese war, the Japanese torpedo craft perhaps had orders to retire directly the Russians opened fire on them.

Probably the first big ships know of the attack was the explosion of the torpedo. Admiral Alexieff's "received at the right time" does not go for much. Failing this supposition, we are left with the conclusion that the torpedo attack was not carried out so well as it was conceived, or else that the torpedo was a failure relatively. Any failure in the carrying out is a most unlikely thing to anyone who knows the Japanese, who are excellent at torpedo work.

Two other versions of the attack are given. One, the story about submarines, is altogether improbable; the other, for which a newspaper special correspondent is responsible, is that the torpedoes were fired by four protected cruisers which crept up in the darkness. This would have been a bold, risky game, meaning destruction were the craft recognised as ships. At night, however, it is difficult to tell. The advantage of Japan would have lain in the fact that the anti-torpedo craft guns would do no harm whatever to cruisers. It is very possible that this is the truth about the attack, but we must wait for the official Japanese account before we can do more than surmise.

AN ADMIRAL'S FOLLY.

But, when all is said and done, nothing can excuse the criminal folly of Admiral Stark in being caught as he was. There was a tactical error afterwards, for the official report speaks of the Russians as proceeding to sea after the attacking boats. This was madness in the darkness. Perhaps Admiral Alexieff really meant the advance made in the morning. If not, Admiral Stark lost his head, and ran the maddest of risks. Apart from waiting torpedo-boats, there might have been blockade mines floating about.

The reports of the shooting next day indicate that Russia shot very badly. The reference to shots that fell short may mean bad powder or bad aim. Whatever it may, or may not, mean, it certainly indicates that the Russian fleet is paying heavily for Admiral Stark's negligence of gunnery. At least daily tactical exercises have been made of late, there is said to have been new to no target practice. At Port Arthur, the Russians seem to have shot no better than did the Spaniards at Santiago de Cuba.

The description of the *Novik*, as "in the forefront of the battle" may mean that she made a desperate attempt to torpedo the Japanese. Just as probably it means that there was confusion due to the moral effect of the incident of the night before.

WILD SHOOTING.

"Excellent shooting" is claimed for the Japanese, but the instances of it cited do not go to prove it. The *Novik's* survival indicates wild enough shooting in that direction, and the bursting of shells on the beach, or faces of the cliffs, of Port Arthur also means wild firing. On the other hand, the unofficial accounts convey the impression that one or two Japanese ships were shooting well.

Further details of the Chemulpo fight indicate more bad Russian gunnery and mediocre Japanese shooting.

The composition of the Japanese squadron is still a mystery. The *Kuroki*, *Takachiho*, and *Chiyoda* are mentioned, but there may have been other ships. If not, the *Varyag*, properly handled, should have done considerable damage, for the three Japanese are old ships. They, however, mount between them four 10 in., six 6 in., and five 4.7 in. guns. The *Varyag* could not take more than a couple of 10 in. hits, so there was never much question as to the issue of the battle.

The news that both Russian ships fought to a finish is confirmed. It was heroic madness. The madness that stored the coast with isolated Russian squadrons was of quite another sort. In the face of all the Japanese preparations, the thing that was contemplated was obvious to anyone; it must have been obvious even to Admiral Alexieff and Stark. Our blunders in the initial stages of the South African war have been reproduced by Russia in another form very faithfully and very thoroughly.

The majority of Thursday's newspapers have written of the *Pollava*, *Diana*, *Asahi*, and *Novik* as done for. Pending details of the damage, this is a hasty decision. The three latter can dock at Port Arthur, and the *Pollava* should certainly be repairable easily enough by inclining her. That is if all these "waterline hits" are from guns. Torpedoes may have done it, and Admiral Alexieff suppressed mention of this weapon.

RUSSIA'S BITTER PILL.

Russia was the first nation to use the torpedo. At least on Whitehead was fired by her in the Turco-Russian war, and that she

should be the first nation to suffer by the torpedo must be a very bitter pill.

The Tsar has appointed Admiral Alexieff in supreme command both on sea and on land.

The better man by far for the land was General Kuropatkin with a free hand. He is a thoroughly capable officer believed in by those under him, and one of the few who have consistently laboured for efficiency. There is something of Skobloff about him. The type of man that Russia alone produces.

There are two captains in the fleet of this type also, but too many dull masters are over them for their genius to get scope. All have the 'Skobloff eye, a curious, quizzical sort of eye. The men who own it have the knack of creating the impression that they have charmed lives, and can lead only to victory. General Kuropatkin has some of this feeling. He is said, too, to have risen from the ranks. He has, beyond all doubt, worked his way ahead by ability, and his power of making the authorities believe in him.

It is probably only the danger of a dual control that has led to his being put below Admiral Alexieff in authority. The work he may do will depend upon how much Admiral Alexieff exercises that authority. General Kuropatkin with a free hand will be a very serious opponent for Japan to meet.

The military situation is beginning to attract attention. Following the precedent of the Chino-Japanese war, the Japanese have attempted to land near Port Arthur. It is officially stated that all these attempts were frustrated by the defence, which is probable enough, because Russia has always had this as a possibility in view, and fortifications have been erected accordingly. But several of these defences are as yet incomplete, and, under cover of the Japanese fleet, a successful landing is likely enough, and then, unless the Russian army can defeat the invaders, Port Arthur will become a second Sebastopol and probably with Sebastopol's fate.

The so-called "invasion of Korea" is not likely to amount to much yet awhile. One of Japan's main objects in the war was to secure Masampo—an ideal base she has long wished for. Here the pre-emption is she will concentrate against the time when Russian troops arrive to attack her earthworks. So long as she holds the sea the odds are against Russia turning her out. That Japan will be foolish enough to emulate Napoleon and invade far inland is doubtful. The result is too obvious. On the other hand, an investment of Vladivostok is quite probable in the early future. Large flat-bottomed boats for this invasion were constructed some years ago.—*London Chronicle*.

Intimations.

THE "UP-TO-DATE SHORTHAND" and Business Training College, Studio, WATKINS BUILDINGS, Queen's Road Central, near G. P. O.

SHORTHAND,

TYPEWRITING, BOOKKEEPING, &c., &c.

LANGUAGES:

ENGLISH, CHINESE, JAPANESE, RUSSIAN, various INDIAN, FRENCH, GERMAN, PORTUGUESE, SPANISH, and others by arrangement.

LECTURES FREE, at 4 to 8 P.M. NIGHTLY. SATURDAYS, 8 to 10 o'clock only. SUNDAYS, 8 to 10 o'clock only.

These Lectures will be given on "SHORT-HAND," showing the ease with which the "UP-TO-DATE" System may be learned, never to be forgotten and its reliability and charm to read and transcribe. All are invited, Ladies especially.

Private Tutors at Private Houses by arrangement. A Personal application is at all times better than a written one. Circulars free on application.

The "UP-TO-DATE" SHORTHAND may be learned by Postal Lessons, as easily as at the Studio. THERE ARE NO BOOKS TO BUY.

WARWICK PEELE, Principal, (Late Special Reporter, British Houses Lords, Commons, and High Courts).

Hongkong, 15th March, 1904. [298]

TO ALL WHOM IT MAY CONCERN.

NOTICE is hereby given that it is the intention of the Promoter to apply to the Legislative Council of Hongkong for a Bill entitled an Ordinance for authorising the Construction of a Tramway within the Colony of Hongkong.

JOHNSON, STOKES & MASTER, Solicitors for the Promoter. Hongkong, 22nd March, 1904. [400]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [1]

MEE CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 10, Le-Houss Road.

[S] now in a position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hongkong, 22nd September, 1903. [55]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

BASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guaranteed given to every purchaser. 4, QUEEN'S ROAD, Watson's Buildings. [50]

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Notice of 20th December, 1903, and subsequent Notices, Senders of Telegrams are hereby advised that from 1st April next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at \$0.45, at which Rate the Charge for all Telegrams will be collected from the said Date.

The following Rates will consequently come into force:—

To Europe.....	\$2.50
To NORTH AMERICA VIA EUROPE:	
To California, Washington State.....	\$4.00
To District of Columbia, New York State, Pennsylvania.....	\$3.80
To Illinois.....	\$3.85
To New York City, Ontario, Quebec, Massachusetts.....	\$3.75
To Russia in Europe.....	\$1.35
To Russia in Asia 1st Region.....	\$1.15
To Russia in Asia 2nd Region.....	\$1.00
To Japan.....	\$1.45
To Amoy.....	\$0.25
To Shanghai.....	\$0.45

New Complete List will be distributed as soon as it is ready. In the meantime any further information may be obtained by applying to the Company's Office.

OLAF NIELSEN, Superintendent. Hongkong, 22nd March, 1904. [408]

WANTED.

AN ADDITIONAL TEACHER for DOUBLE ENTRY BOOKKEEPING required.

Apply—

WARWICK PEELE, Principal Business Training College, Watkins Buildings, near G. P. O.

Hongkong, 21st March, 1904. [405]

WANTED.

GOOD CLERK Wanted, European or other.

Apply to—

ROBINSON PIANO CO., LD. Hongkong, 10th February, 1904. [247]

THE ROBINSON PIANO CO. LTD. HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS

AND

BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST

RAG TIME

MUSIC and BOOKS.

VICTOR TALKING MACHINES

OF THE

HUMAN VOICE

SHIPS PIANO PLAYERS

\$450

CASH or CREDIT

Hongkong, 6th January, 1904. [59]

THE PHARMACY,

FLETCHER & CO., 14, QUEEN'S ROAD CENTRAL, HONGKONG.

DISPENSING CHEMISTS, DRUGGISTS' SUPPLIES, PATENT MEDICINES, AND DEALERS IN PERFUMERY, TOILET SOAPS, SPONGES AND MEDICAL REQUISITES.

THE DISPENSING DEPARTMENT being under the personal supervision of a registered European Chemist, clients may rest assured that Physicians' Prescriptions, and Medicines of all kinds, will be carefully and accurately prepared.

A. STEVENSON, Chemist, Registered by the Pharmaceutical Society, Hongkong, 16th March, 1904. [54]

Intimations.

LADIES' RAIN COATS JUST ARRIVED.

AT

MADAME FLINT & Co's.

CONNAUGHT HOTEL,

ROOMS: 3, 4, & 5.

Hongkong, 16th March, 1904. [386]

HONGKONG AND SHANGHAI DYEING AND CLEANING CO., LIMITED.

STEAM WORKS:

2, GORDON ROAD, SHANGHAI.

MR. FREDERICK J. FREAME has been appointed Superintendent of the above Works and is now prepared to undertake Dyeing and Cleaning of all descriptions. Goods may be sent from Hongkong either direct to the works or through the Hongkong Receiving offices: HONGKONG STEAM LAUNDRY CO., LTD., 2, Beaconsfield Arcade (Alley Way) Queen's Road, and WM. POWELL, LTD., Queen's Road.

Catalogues and Price Lists may be obtained on application to the above Offices. Hongkong, 21st March, 1904. [404]

THE TRYPOGRAPH DUPLICATOR (ZUCCATO'S PATENT).

OWING TO THE LARGE DEMAND for the ABOVE MACHINE, I am now prepared to reserve any of them from my next shipment to my customers.

To avoid disappointment, book your orders early.

PRICES RANGING from £2 to £5 each.

FREE—SAMPLES and PRICE LIST sent Post Free on application.

JACK E. ELLIS, 17A, Queen's Road Central, 1st Floor.

Sole Agent for E. M. RICHFORD of London. Hongkong, 21st March, 1904. [254]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 5.62 pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO. Hongkong, 10th January, 1904. [54]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 37, DES VUEUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 2nd January, 1904. [58]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKAI), DENTIST, No. 26, Connaught Road Central. Hongkong, 10th February, 1904. [57]

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 5th January, 1904. [56]

THE NEW FRENCH REMEDY TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short-acting, often on days only, removes all discharges from the urinary organs, steadily remedying infection, disease of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., the destruction of mucus, and the relief of the system. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 2 is a powerful purifier of the blood, and is used by the principal Chemists and Merchants throughout the world. Price in England 4s. 6d. 7d. in order, state which of the three numbers is required, and observe Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (with letters on a red ground) affixed to every package by order of His Majesty's House of Commons, and which is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [6]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1895. [52]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 20th September, 1903.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from G. E. ASHDOWN, Esq., to Sell by PUBLIC AUCTION, TO-MORROW, the 24th March, 1904, at 2.30 P.M., within his residence, No. 1, Knutsford Terrace, Kowloon.

SUNDY HOUSEHOLD FURNITURE,

Comprising:—IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD BOOK-CASES, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, SIDEBOARD, MARBLE-TOP WASHSTANDS, DRESSING TABLE, CHEST-OF-DRAWERS, BABY'S ROCKING CHAIR, TEAKWOOD WARDROBES, ICE CHEST, COOKING STOVE and UTENSILS, &c., &c.

ALSO A Quantity of PLANTS and One ELECTRIC FAN and Battery.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 23rd March, 1904. [399]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-MORROW, (THURSDAY), the 24th March, 1904, commencing at 2.30 P.M., at his

SALES ROOMS, DUNDRELL STREET, A FINE COLLECTION OF JAPANESE SILVERWARE, CLOISSONNES, SATSUMA AND OTHER CURIOS.

(Particulars from Catalogue).

TERMS—As Customary.

On View from WEDNESDAY, the 23rd March. GEO. P. LAMMERT, Auctioneer. Hongkong, 23rd March, 1904. [402]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, FRIDAY, the 25th March, 1904, at 12 o'clock Noon, Alongside the Douglas Steamship Co.'s Wharf, THE STEAM-LAUNCH "KWONG SANG" (About 3 Years Old),

86 feet Long, 14 feet Broad, 8 feet Deep, Draft 6 feet, Cylinder 9 x 18, Boiler 7 ft. 3 in. x 6 ft. 6 in. Broad, 2 Masts and 2 Hatches for Cargo.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 22nd March, 1904. [400]

PUBLIC AUCTION.

THE Undersigned has received instructions from E. J. LEBLAUD, Esq., to Sell by PUBLIC AUCTION, on MONDAY, the 28th March, 1904, commencing at 2.45 P.M., at his Residence

"LA HACIENDA," WEST MOUNT KELLET, THE PEAK, A QUANTITY OF HOUSEHOLD FURNITURE.

(Particulars can be seen from Catalogue).

TERMS—As Customary.

On View from SATURDAY, the 26th. GEO. P. LAMMERT, Auctioneer. Hongkong, 21st March, 1904. [403]

For Sale.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chandeliers, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 55, Lyndhurst Terrace. Hongkong, 17th November, 1903. [31]

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature is to be unlocked, and the secrets of the universe are to be revealed. The discovery of the new remedy, THERAPION, is a landmark in the history of medicine, and its use is a matter of course for all who are concerned with the health of the human race.

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The discovery of the new remedy, THERAPION, is a landmark in the history of medicine, and its use is a matter of course for all who are concerned with the health of the human race.

Intimations.



A. S. WATSON & CO., LIMITED.

WATSON'S SEASONABLE SPECIALITIES.

WATSON'S BALSAM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough, both in Adults and Children.

WATSON'S WHITE EMBROCATION.

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest Affections, and Pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE COLD CREAM

is a pleasant cure for Sole Lips, and Rough and Chafed Skin.

A. S. WATSON & Co., LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 19th March, 1904.

TELEPHONE NO. 154. CABLE ADDRESS: "ACHEE," HONGKONG. A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣, 17, QUEEN'S ROAD.

FURNITURE DEALERS.

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Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong. A. B. C. Code, 4th Edition. A. I. Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 20th March, 1903.

NOTICE. All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$13 per annum. The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTHS. On the 12th March, at Woodneuk, the wife of JAMES CAMPBELL, Esq., S. M. J., of Johnnie, of a daughter. On the 15th March, the wife of P. B. BERRY, of a son. On the 18th March, to Dr and Mrs W. H. JEFFERYS, 4B, Minghor Road, Shanghai, a daughter.

MARRIAGE. On March 12th, at St. Andrew's Cathedral, Singapore, by the Venerable Archdeacon Dunckerly, HARRY ELPHICK, second son of Mrs. DALLAN, Singapore, to DOROTHY HART, eldest daughter of Mrs. D. R. Cowan, Singapore.

DEATHS. 14th March, at 2 Wilkie Road, BERTRAM GEORGE, dearly loved son of Mr. and Mrs. B. L. FROST, aged 9 weeks. At Seoul, Korea, on the 18th inst., ALFRED BURT STRIPING, aged 65. On the 18th March, at the General Hospital, Shanghai, ROBERT CRAWFORD, aged 63 years.

HONGKONG, WEDNESDAY, MARCH 23, 1904.

LOCAL AND GENERAL.

MAJ. and Brev. Lieut.-Col. C. N. WATTS has been promoted to the rank of Lieut.-Colonel.

THE surveying vessel *Rambler* is to be recommissioned at Hongkong for further surveying service.

CAPT. H. S. PENNELL, V.C., who fought in the Tiah and Transvaal, has been ordered to join the Sherwood Foresters in the Far East.

VICEROY TSEN of Liang Kwang intends to negotiate a foreign loan of Tls. 200,000 which is to be sent to the new General Bureau for the training of troops.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:— Rev. T. Wright \$5

THE *Andromeda*, 16 guns, first-class cruiser, 11,000 tons, was commissioned at Portsmouth on March 1 for the China Station, to take the place of the *Blenheim*, 12 guns, first-class cruiser, 9,000 tons.

THE *Argonaut* was paid off at Chatham on 16th ult., after three and three-quarter years' active service on the China Station. She is to be refitted at the Fairfield Shipbuilding Company's works at Govan.

THE Nanking correspondent of the *N. C. D. News*, writing on 17th inst., says that the southern capital is at last to be supplied with pure water, an engineer having already arrived from New York who is making plans to drive or bore a well to any reasonable depth up to 1,500 feet.

THE steamer *Yut Shing* has completed a successful trial trip off the Tyne and sailed for Cardiff, where she will load before proceeding to her station. This vessel has been built by Messrs. Swan, Hunter and Wigham Richardson (Ltd.) for the service of the Indo-China Steam Navigation Company. She has accommodation for both European and Chinese passengers. The engines, which are of the triple-expansion type, together with the boilers, have been constructed by the builders, and worked on the trial with entire satisfaction.

IN the Admiralty Division, before Mr. Justice Corell Barnes and Trinity Masters, the action, which arose out of a collision in Sea Reach, River Thames, between the steamships *Hanffshire* and *Deunohr*, was concluded on 16th ult. The casualty occurred on the afternoon of Feb. 5, 1902, when the *Binfshire* (James Wallace, master) was on a voyage from Melbourne to London with general cargo, and the *Deunohr* (Archibald Wallace, master) was bound from London to the Straits Settlements, China, and Japan, with cargo and passengers. Both vessels sustained severe damage, and the *Deunohr* had to be beached. Each side raised a plea of compulsory pilotage. The Court pronounced the *Deunohr* alone to blame, and her owners liable for the damage.

A DEFINITE stage has now been reached in the organisation of the great floating Exhibition, which is to travel on a commercial missionary expedition from point to point in the Empire. The boat is ready and the date fixed. The Elder-Dempster liner *Lake Atlantic* is destined to perform this memorable cruise, and she will leave London on or about April 27. North, south, east, and west she will sail, freighted with the manufactures of great firms all over the United Kingdom, which will be object-lessons to show our Colonies that we can produce goods equal at any rate to those of Germany, France, and the United States. Foreign firms have shown great anxiety to be included, but the scheme is essentially all British. Soon, then, we shall be speeding this new ambassador on a voyage which should form an important link in the chain of Imperial consolidation and prosperity.—*L. & C. Express*.

IT is reported from home that there has been a serious fire in the Japanese steamer *Ango Maru* at the Royal Albert Docks. No. 1 hold contained a quantity of valuable Japanese curios which would be seriously damaged by water.

ON Thursday afternoon on the Happy Valley the Hongkong Football Club will play the Navy, under Rugby rules. Kick-off at 4.30 p.m. The following will play for the Club:—H. Arthur, full back; A. Goodman, T. E. Pearce, Lieut. Cameron, Lieut. Black, three-quarters; J. P. Jordan, Milwan, halves; H. C. Sandford, (Capt.) E. R. Hallifax, P. W. Goldring, A. Lloyd, Lieut. Dumbell, Lieut. Strover, H. E. Rowley, P. F. Chard, forwards.

A LONDON correspondent was recently informed that Mr. Evelyn Cecil's Inter-departmental Committee, which was appointed to inquire into the means of conveying the Eastern and Australian mails on the expiration of the present contracts in 1905, has settled the terms of its report to the Postmaster-General, and the result of these will be awaited with interest by the public.

THE *Universal Gazette* hears that Viceroy Tsen has appointed Li Taotai to capture Li Pei Hui, the notorious robber-chief, in Kwangtung. Thinking that his force cannot maintain long against the troops sent to capture him, every time numbering several thousand, strong the robber-chief has been to Li Taotai some specially chosen followers of his to offer to surrender with all the men under him. Li Taotai has appointed a special military officer to Sikang with the object of persuading the robbers to surrender to superior force.

MR. Arnold-Forster's recent visit to the King at Windsor, following on Lord E. Her's visit to Mr. Balfour, is significant of the King's resolve to look into the new proposals for the re-organisation of our military system for himself. One matter which is said to be causing special debate in the highest quarters is whether Volunteer corps can be safely established in Ireland. His Majesty has a great belief in the improved sentiment of the Irish people. He judges, no doubt, by their personal regard for him; but Ministers, though hopeful, are still a little apprehensive on the subject. Mr. Wyndham is anxious to propitiate the Irish labourers before anything bold is done in regard to further military schemes. The Volunteer problem just now is hardly less serious than that of the Regulars.

GREEN ISLAND CEMENT CO., LTD.

Following is the statement of accounts for the year 1903:—

PROFIT AND LOSS ACCOUNT.	
Exchange	106.08
Interest	263.00
Consulting Committee's fee	1,500.00
Auditors' fees	400.00
Amount written off as depreciation for 1903	114,759.94
Balance	204,115.74
	\$ 345,192.74
Balance brought forward from 1902	25,676.74
Balance of working account:—	
From sales of cement	\$316,260.39
From sales of bricks, &c.	3,255.71
	319,516.01
	\$ 345,192.74
BALANCE SHEET.	
Liabilities.	
Capital:—	
100,000 shares @ \$10 fully paid up	1,000,000.00
Reserve fund	330,000.00
Due to general managers	2,371.70
Sundry creditors	45,414.01
Company's bankers	477,984.66
Balance of profit and loss account	204,115.74
	\$ 2,007,886.11
Assets.	
Green Island, Macao:—	
Buildings and machinery as per last statement	\$228,000.00
Since expended	23,527.09
	251,527.09
Less Depreciation	15,527.09
	236,000.00
Cement, raw material, &c. in stock valued at	123,027.67
Hok On, Hongkong:—	
Land, buildings & machinery, as per last statement	\$1,000,000.00
Since expended	190,975.57
	1,190,975.57
Less Depreciation	66,975.57
	1,034,000.00
Cement, raw material, &c. in stock valued at	291,306.82
Deep Water Bay Works:—	
Land, buildings and machinery as per last statement	\$55,500.00
Since expended	29,112.28
	85,612.28
Less Depreciation	5,612.28
	80,000.00
Bricks, pipes, &c. in stock valued at	24,309.46
Cement on consignment valued at	6,408.00
Office furniture as per last statement	\$ 1,000.00
Less depreciation	300.00
	700.00
Sundry debtors	146,269.44
Value of premium on unexpired policies	1,377.94
Steam launch, steam lighter, lighters, junk, &c.	\$ 86,000.00
Since expended	15.00
	85,985.00
Less Depreciation	26,245.00
	59,740.00
Cash on hand	4,716.78
	\$ 2,007,886.11

We have examined the above statements with the books and vouchers of the company, and certify the same to be correct. W. H. PORTER, Auditor. Hongkong, 22nd March, 1904.

SANITARY BOARD.

At a meeting of the Sanitary Board tomorrow, the President, pursuant to notice, will move:—That the Board, under the provisions of section 30 of the Public Health and Buildings Ordinance, 1903, depute Inspector Thomas Abley to institute summary proceedings before a magistrate against any person contravening any of the bye-law duly made under section 16 of the Public Health and Buildings Ordinance, 1903, when so instructed in writing by one of the Medical Officers of Health; and That the Board, under the provisions of section 256 of the Public Health and Buildings Ordinance, 1903, depute Inspector Thomas Abley to institute summary proceedings before a magistrate for the recovery of any penalty imposed by part II of the said Ordinance or any bye-law made thereunder when so instructed in writing by one of the Medical Officers of Health.

THE NAVY AND BORNEO COAL.

In the House of Commons on 16th ult., Mr. Weir asked whether, having regard to the fact that coal was available in British North Borneo, the Defence Committee had yet considered the expediency of acquiring some portion of the Chartered Company's territory with a view to the establishment of a naval station at Gaya Bay.

Mr. Akers-Douglas: It is not desirable to make public the decisions of the Defence Committee.

THE EVACUATION OF WEI-HAI-WEI.

Replying to a letter in the *Morning Post*, Admiral E. R. Freeman says:—"I intend to want to know why we are scuttling out of Wei-Hai-Wei. The answer is that it would cost £50,000 or £60,000 to defend it as originally intended, and that when it was occupied as a counterpoise to Port Arthur we forgot the Biblical maxim of 'sitting down first and counting the cost.' But, it will be said by those who have no sense of proportion, '£50,000 or £60,000 will only put up a few guns sufficient to resist a couple of cruisers, and to protect Wei-Hai-Wei against a powerful Fleet and Army would cost millions.' This is true, and we had better, if such an attack is probable, at once dismantle Hongkong and Singapore, as an enemy which has command of the sea and a powerful Army would soon make short work of the small garrisons defending those two important coaling stations. Then it may be asked—Is Wei-Hai-Wei of any value to us? It appears to me to be exactly what we require as a northern base in every respect, and it has been found most useful in peace time, while as our experience in 1900 showed it would be invaluable in war. No; the real reason is that we cannot afford £50,000, and it would only cost the Government half that sum to remove stores and burn coal. Probably the mercantile community would some day have to pay a ransom of £100,000, but that is their affair, and they had foolishly imagined that the British flag would afford them protection. Other countries, it is true, act differently and with more forethought. Russia has, I believe, spent one million and a half of pounds on Port Arthur, and Germany three and a half millions at Kiau Chow. Probably they counted the cost when they took possession, and I remember semi-officially stating, when these ports were occupied, that they would require an expenditure of, say, two millions for Port Arthur and three to five millions at Kiau Chow if they were to be developed as naval bases, while our purposes at Wei-Hai-Wei could be accomplished at a comparatively trifling expense for dredging and defence.—Yours, &c., E. R. FREEMANTLE, Admiral. Feb. 8.—*Morning Post*.

FRANCE AND SIAM.

THE NEW TREATY.

The new Franco-Siamese treaty is considered to be more favourable to France than that of 1902. The following is a summary of the Convention:— The Convention confirms all advantages of the preceding Convention of 1902. In addition it contains a series of clauses which assure to France an economic and political influence in Siam and Laos and in provinces adjoining the Great Lake, where for some years past Siam has been endeavouring to destroy the local authority and to substitute Siamese gendarmes for the native police. These attempts will not be repeated, as Siam undertakes to maintain in these provinces a police force composed exclusively of natives, officered by Frenchmen. When security is assured works of public utility will be begun, under the direction of French engineers. France is to occupy Chantabun until the new Franco-Siamese boundary is fixed by a small commission, especially the position of the frontiers between the Great Lake and the sea river, which has not been delimited since 1867, and until the territory reverting to France has been handed over. French engineers will be able to facilitate access to Ubon, the chief town of the rich valley of the Nam Mun, by making roads and by hydrographic works. This will allow French Indo-China to exercise an economic influence and to create outlets for merchandise, from Saigon along the right bank of the Mekong, in all the commercial centres designated by the Governor-General of Indo-China. Siam has conceded territories in which commercial and navigation establishments will be founded. Railways constructed in Siamese territory will supplement the Mekong, which presents many obstacles. Thus France will occupy a number of points on the right bank, which will render useless the 25-kilometre zone, the object of which was to prevent the Siamese from establishing themselves on the left bank of the Mekong. Further, Siam renounces all claim to sovereignty over several districts on the right bank of the Mekong. The question of provinces is settled in accordance with the demands of France. Siam accepts the present limits and the jurisdiction of France is complete over all her protégés without distinction.

NOTES FROM KWANGSI PROVINCE.

Recent dispatches from Kwangsi report that malcontents and bandits of that province are beginning once more to start upon their guerrilla warfare against the Government and Viceroy Tsen is making elaborate preparations to put a stop to it. To do this, he has been again drawing upon other provinces for reinforcements, no less than 6,000 men being asked for from the Governor of Shensi alone. It is also stated in reliable quarters in Canton that Viceroy Tsen intends to make a careful selection out of all the troops he has drawn from the various provinces, as well as from the regiments he has himself raised and organised in Kwang ung province, and with these picked battalions form the nucleus of a proposed army of 40,000 reliable soldiers who are to be entirely armed and provided with the best rifles procurable and drilled and organised after the modern style. These troops are to be held ready for transport to the North, with Viceroy Tsen himself at their head, whenever circumstances of war require their presence outside Shanhai-kwan.—*N. C. D. News*.

THE KOWLOON-CANTON RAILWAY.

In the House of Commons, on 18th ult., Mr. Weir asked the Under-Secretary for Foreign Affairs, having regard to the fact that the preliminary agreement for the construction of the Canton-Kowloon Railway was signed on March 28, 1898, and that the construction of the line was contingent on arrangements being made or financing the Shanghai-Nanking Railway, whether he would state the amount required for the construction of the latter line, and when the British and Chinese Corporation expected to be in a position to proceed with the work of construction.

Earl Percy: I understand that it is estimated that the cost of the Shanghai-Nanking Railway, including the land required, will be £3,250,000. I regret that I am not at present in a position to answer the second part of the hon. member's question.

THE "CENTURIONS" GUNS.

The sighting gear of the guns of H.M.S. *Centurion* is the subject of a communication made by the Earl of Selborne to Mr. Lucas, M.P. Lord Selborne points out that it is an error to suppose that perfect gear can be obtained merely for the ordering. Sighting gear has to be specially designed to fit the particular mounting of each gun. In the case of the *Centurion's* 10-in. guns exceptional difficulties were presented. The Admiralty requested Messrs. Armstrong and Co. to supply these guns with turret sights and gear, which should possess every modern improvement. These, although superior to the old ones, were not wholly satisfactory, not on account of the sights, which were perfect, but on account of the attachment and gearing to the mounting. The Board instructed the firm to make alterations, which they are now doing so. Messrs. Vickers, Ltd., admit, we ourselves most readily of all, that Mr. Consul General Hopkins is not one to act harshly. If we had ever presumed to offer a criticism of his conduct on the bench, we should say he was, sometimes too lenient. But in the present case all he has to do is to satisfy himself that there is a likelihood of a breach of the peace, and the rest of the steps; up to deportation, are laid down for him in black and white.

MILITARY AUTHORITIES vs. THE PRESS.

Under the above heading the *China Times*, the late editor of which paper is to be deported for criticising the Russians and for refusing to find security that he will not do so again, makes the following remarks:—

An individual is charged without his knowledge, with a crime—that of instigating or tending to instigate a breach of the peace. Proceedings are taken, still without his knowledge, to act against him under a criminal clause. It is a clause usually applied to incorrigible reprobates of an abandoned character, destitute alike of property and self-respect, with whom nothing can be done but to clear them out. This is the procedure applied to the general manager of a public company, in a responsible position, and of some reputation, and known to be possessed at least of Tls. 30,000 by the very contract registered at the British Consulate on the foundation of the company. The charge is heard and decided upon, still without his knowledge, and he is found guilty. The accused, then, becomes the judge, verdict and sentence are prearranged; thereupon, and not before the accused is summoned to appear before a Court and receive sentence. No accused appears, no evidence is given; the accused is not asked or allowed to plead guilty or not guilty; he is told at the outset that he is guilty of an offence and that he must give surety not to repeat it. Now the prisoner may or not have been guilty of the offence but he declines to be told so on the strength of an ex-parte statement made by him knows not whom, to which he is not permitted to reply, and of which not one word has been communicated to him. The judge says "I am satisfied you are guilty; you shall give surety." The prisoner says: "I am not guilty till I have been tried in open court before my peers on openly stated evidence by an unprejudiced judge who has heard my defence on the merits before he delivers sentence."

If this were a small matter one might well have given way for the sake of peace. It is a most desirable thing to listen with respect to the voice of authority, and to defer to it even if one feels disposed to differ. But no man is justified in waiving his rights as a freeborn man under any consideration. From the time of King John it has been the sacred right of every Englishman that before his liberty be interfered with, he shall be tried before his peers. No Englishman must forget that. If he forgets it or forgoes it he is a traitor to his country and to the liberties of his fellow countrymen, a traitor to his forefathers who fought and died to give him those rights; a

traitor to his friends, his family and his God. No considerations of money, comfort, liberty or deference to authority, can affect him. So long as he breathes the air as a free man he must see to it that he yields up no portion of his personal rights. Though prudence, discretion, self-interest, the advice and exhortations of friends, the beseechings of his family, and all things may point to submission, he must not submit. Though he be reduced to destitution, treated with indignity with felons and placed in gaol, he shall not consent to give up one title of his individual right. By these means, and by no others whatever are individual rights preserved.

It must not be assumed that either the authorities or the accused in the present case are animated by any but the most proper feelings. Certainly we believe the authorities to be acting not only without desire of unfairness but with every wish to be perfectly just. On the other hand we must claim that the accused also be given credit for proper feelings. He is not actuated by a desire to create a stir or to pose as a martyr, or to secure notoriety which shall recompense him, perhaps, for indignities. Let all imputations of this sort, if such exist, be swept aside. The question, though it may centre round ever so obscure a person, is the greatest question a man can raise—the question of his individual liberty.

Now the authorities, as we very well recognise, feel perfectly justified in the course they have followed. We have no quarrel with them; we have ever regarded them with the deepest respect, and on no occasion have knowingly disregarded their wishes. Subject only to the limitation abovementioned, we are ready to sacrifice everything to comply with their view—everything except our rights.

At the risk of wearying our readers we must devote a few lines to considering the matter from the point of view of the authorities.

Under the 16th section of the China and Japan Order in Council of 1865—the section under which the present proceedings have been taken—it is provided:—

When it is shown on oath, to the satisfaction of any of her Majesty's Courts in China or in Japan, that there is reasonable ground to apprehend that any British subject in China or Japan is about to commit a breach of the public peace,—or that the acts or conduct of any British subject in China or in Japan are or is likely to produce or excite to a breach of the public peace,—the Court...

...may cause him to be brought before it, and require him to give security. If the person required to give security fails to do so, the Court may order that he be deported from China or Japan to such place as the Court directs. The Court, it will be noted, having once stated out on this path, has no option but to follow on with it. It cannot turn aside into another path. It is not permitted to put the defendant on his trial. The judge—who in this case is the Consul General—is simply to satisfy himself that there is "reasonable ground to apprehend," etc., and having done so, he is bound down to the procedure which they are now doing so. Messrs. Vickers, Ltd., admit, we ourselves most readily of all, that Mr. Consul General Hopkins is not one to act harshly. If we had ever presumed to offer a criticism of his conduct on the bench, we should say he was, sometimes too lenient. But in the present case all he has to do is to satisfy himself that there is a likelihood of a breach of the peace, and the rest of the steps; up to deportation, are laid down for him in black and white.

Our quarrel then is not with an individual or a group of individuals; not with the Russian Minister or Russian officers; not with the British Minister or British officers, but with the Order in Council. Presuming the Order in Council has been properly applied it is flatly contradictory to the rights of Englishmen granted them under Magna Charta. So far as we may be quarrelling with any individual, the individual in question is the learned and probably deceased gentleman who drafted this Order in Council in the year 1865 and who accidentally overlooked the constitutional rights of Englishmen in doing so.

This explanation will enable all to see that the accused is not quibbling over any small question of personal dignity or self-love. He stands face to face with a grave constitutional question—that question which has roused individuals to revolt and peoples to civil war, and in earlier years has upset dynasties and brought monarchs to the block. "It is the question of the rights of subjects as against the prerogative of the Crown." Orders in Council are the orders made by the Sovereign advised by his Privy Council, a non-elective and non-representative body selected by the Sovereign himself. They are the personal orders of the monarch to his representatives abroad. It may be held that a British subject forfeits his rights by coming abroad. We know too well that it is often so in practice, and many a time it is necessary to concur. Yet may we not expect the defender of the Chinese editor of the *Szechwan Times*? For when it is laid down as a precedent and in full official form that an Englishman shall be brought up, tried, and sentenced before he is heard, human flesh and blood will not stand it, so much the worse for the Order in Council.

SHIPPING AND MALES.

MALES DUE. American (*China*) 21st inst. English (*Bengal*) 26th inst. Canadian (*Athens*) 29th inst. German (*Prinzess*) 29th inst. Indian (*Lighthouse*) 30th inst. Indian (*Hangang*) 31st inst. The *Apar* Co's s.s. *Lighthouse* from Calcutta left Singapore for this port on morning. The J. C. S. N. Co's s.s. *Lighthouse* left Calcutta for this port on the 20th inst., and may be expected here on 24th inst. The O. & O. S. Co's s.s. *Calcutta* with mails, &c., which left Hongkong on 18th inst., for San Francisco via Shanghai, Yokohama, Kobe, and Seattle, Yokohama and Seattle, arrived at her destination on 21st inst.

TELEGRAMS.

(Reader's.)

The War.

The *Times* states that the French Minister at Tokio has protested, on behalf of Russia, against the bombardment of the quarantine station at San-shan-toa near Port Arthur on the 18th instant.

Treachery of a Russian Officer.

A Russian officer attached to the General staff has been convicted at St. Petersburg of selling secret plans for the organisation of the field army to Japan. The officer has been executed.

The Near East.

Five hundred Bulgarians divided into ten bands have crossed the frontier and are proceeding towards Strumitza and Monastir which are two intended centres of revolt.

LATER.

Parliament—The Vote of Censure.

Sir Henry Campbell-Bannerman, in moving the vote of censure against the Government in regard to the Transvaal Chinese ordinance, said that the British workmen in the Transvaal would be snuffed out by the biggest scheme of human dumping since the "Middle passage" was abolished. The scheme in many respects was indistinguishable from slavery. He demanded the deliberately expressed views of the Transvaalers. Mr. Lytton in reply said that the Government would not have assisted the ordinance unless a preponderant majority of Transvaalers had been in favour of it; he cited the growing distress in the Transvaal and said that the cry of slavery was ridiculous. The contract would be circulated in the Chinese language in each village a month before the recruit arrived and the workers would receive from twelve to fifteen times the wages they would get in China. He denied that Chinamen were immoral.

THE WAR.

LAND WORK.

Frankly, Japan is taking a leaf from British practice, and vastly improving upon it, states the military correspondent of *The Times*. We have waged many wars, and have often struck hard and quick by sea, but seldom or never has our Army been ready to second this action at the outbreak of war. Japan is showing us how to wield that double-edged and mighty sword forged by union of all military effort to a common purpose. What matters if a few transports are sent to the bottom? There are 50,000,000 Japanese behind, and why should we be less ready to sacrifice 10,000 men during attack by sea than we are to lose the same number in a battle on land? So we see the great fleet of Japanese transports spreading their wings and take flight in the wake of the ships like a flock of wildfowl, and we can see for the Russian fowler on the Yalu, who sees them wheeling and circling round, but cannot tell whence they come nor whether they go, and can only turn round on his own axis and curse the strength of their pinions. The practice of Japan to-day stands as the ideal and model of national strategy, for an island Empire, and the nearer we can approach to it the more confidently may we anticipate the prevention of war in the wide territories under the British Crown.

CAPACITY OF THE SIBERIAN LINE.

Colonel C. E. De La Poer Beresford, recently Military Attaché in St. Petersburg in an article in the *Army and Navy Gazette*, says:—The London daily press seems strangely misinformed as to the condition of the Siberian and East Chinese railways. It is true that at first it was ill-ballasted, the rails too light, the sleepers too far apart, and the trains rocked unpleasantly—almost dangerously. But so long ago as August, 1902, the change was taken in hand. It is no secret that in 1900, during the fourteen weeks that elapsed between the commencement of hostilities and the time when the rivers Shilka and Amur were closed by ice (Stretenski, the rail head on the Shilka being chosen as the base of operations), 52,000 men, 11,000 horses, and thousands of tons of stores were conveyed from Moscow to the end of the Trans-Baikal section. So that the number of men moved per week was even then 3,710 and of horses 710, not to speak of a few thousand tons of stores. This will work out to about 530 men a day of twenty-four hours. For the last six months Russia has been sending men and stores to the Far East, mostly by land, as fast as possible. The Trans-Siberian and Eastern Chinese railways have carried an average of 5,770 men a week from Moscow to Harbin. How many thousand tons of stores have been carried it is impossible to say. At times during the last two months as many as 15,000 men per week travelled.

COLLIERS "HELD UP."

From the *S. F. Press* of 14th inst.—Captain A. Cunningham of the British collier *Fonar* reports having been stopped by a Russian torpedo boat in the Red Sea, and after an examination of her papers, she was allowed to continue her voyage. The Dutch steamer *Polphenus* was also held up in the Red Sea while on her way from Liverpool to Java. In this case the steamer fell in with the Russian squadron, but was also allowed to proceed after an examination of her papers.

AN ADMIRALTY COLLIER.

Captain Gordon of the British Admiralty collier *Laduan*, which arrived here yesterday from Cardiff with 5,055 tons of patent fuel on board, reports that he encountered eight Russian men-of-war in the Red Sea, and when the vessel touched at Suva Bay there were several Dutch men-of-war there. Captain Gordon has reported the above facts to Capt.

Stokes of the *Belgic*. The *Liban* left Cardiff on Jan. 29 and is expected to leave here on the 23rd instant.

THE RUSSIAN SQUADRON IN THE RED SEA.

On his arrival at Colombo, Captain Nuttall of the s.s. *Natley Hall* informed a representative of the press, that on the evening of the 11th February, three days after he left Suez, he sighted fifteen Russian war vessels. Four were battleships and the remainder torpedo boats. They were between Center Peak and Jabelzukur, steaming westward.

THE "MONGOLIA" CHASE.

EXCITING INCIDENT IN THE RED SEA. PASSENGER'S ACCOUNTS OF THE AFFAIR. A passenger, who landed from the P. & O. s.s. *Peninsular* which brought in the English mails, has favoured us (*Ceylon Independent*) with some details of the recent incident in the Red Sea, when the P. & O. s.s. *Mongolia*, bound from London to Australia, was chased by a Russian squadron.

The incident, he says, occurred on the 19th instant, twelve hours before the *Mongolia* got to Perim. It was about 11 o'clock in the forenoon, when many of the passengers were on the distant horizon they faintly sighted a fleet of five vessels. On sighting them the *Mongolia* ran up her flags. The next thing she observed was that one of the fleet detached itself from the others and tried to cut the *Mongolia* off. The P. & O. vessel was running parallel to the fleet when the detached ship from the other side steered in her direction and made this attempt. The *Mongolia* went on forging ahead until the boat which was pursuing them ran up a signal calling upon her to stop. The signal was to "stop instantly," communicated by the International Code by the hoisting of two flags in rapid succession. The signal was not made until it was seen that the fleet could not catch up the *Mongolia* without trouble. On the Commander of the P. & O. boat reading the signals, he gave orders that the engines should be stopped and this enabled the detached vessel of the fleet to come up to within a short distance of the mail boat, when it was ascertained that the vessel was a Russian torpedo destroyer, and had a Russian Admiral on board, whose name they did not ascertain.

Before the *Mongolia* stopped her engines and slowed down, it was noticed that the other Russian boats were stoking up and tried their hardest to keep up with the *Mongolia* which at about this time was running at the rate of sixteen and a half knots an hour, though she is quite capable of doing nineteen knots. The Russian torpedo destroyer was probably the fastest of the five other ships, but even she, when seen by a naval officer who was on the P. & O. vessel at the time of this incident, was pronounced incapable for one of her classes to be able to do more than eighteen knots. On the *Mongolia* stopping, the Russian vessel steamed up alongside to about two hundred yards off and when it was about amidships it turned round and steamed back to its fleet, at the same time flying the signals "Excuse me." The Russian fleet then disappeared behind the horizon they were in sight for about an hour altogether.

"Could you or anyone on board say why the Russian men-of-war insisted on stopping you?" asked a representative of this paper. "Well, not one on board knows. The British flag—the blue ensign—was flying the whole time."

And how was this interesting incident taken on board by the passengers? "Some were amused, others indignant and not a few were, perhaps, frightened. When I say frightened I mean that sort of feeling was confined to some of the ladies only. All on board were spectators of this affair, and will long remember it. We arrived at Aden the following Sunday at 6 p.m., and at 11 o'clock that night two of the British fleet lying in Aden waters moved their anchorage."

GERMAN SQUADRON.

A Berlin correspondent of a home journal reports that the German authorities are now coming to the conclusion that the protection of their interests demands the presence of an increased naval force in Eastern waters. They consider that they must be prepared to guarantee the absolute safety of the Kiaochow district, and to deal with a possible revolutionary movement of the Chinese population, and there are signs that the dispatch of a powerful squadron from Kiel is in contemplation. Ironclads of the *Kaiser* class have received orders that point to the probability of their soon going to sea, though nothing definite is yet known. These vessels have over 11,000 tons displacement, are most powerfully armed, and have a crew of 651.

WAR NEWS AT HOME.

Writing from home when the last mail left, a correspondent says:—

Although the war is now only a few days old there are few outward signs in London of public excitement. On Monday an office in Fleet-street hung out a Japanese flag, but it was significant that many in the street did not recognise it, and I know at least one man who was stopped and asked to shed some light on the rising sun. Another sign was the appearance of a life-size photograph of Viscount Hayashi in the window of a camera shop in the Strand. It attracts quite a crowd, but not so many as does a collection of photographs of Russian warships (including the torpedoed *Retikuan*) in a printshop at Charing Cross. The loudest evidence is of course the evening newspaper, which is breaking out to a degree which recalls the dark days of the Boer war. Still, even in the music hall there are only sporadic references to the "gallant little Japs," and at the first night at the Savoy Theatre the audience was quite lethargic to several robust verses about the war. Sooner than other cities, London usually finds ways and means to demonstrate her excitement, but although every one is talking about the conflict there is little yet to make the stranger aware of London's interest in the big events on the other side of the world.—*Manchester Guardian*.

THE WEAKNESS OF PORT ARTHUR.

The well-known special correspondent of the *London Daily Telegraph*, Mr. Denaci Burleigh, has been writing a series of chatty letters to that journal on his journeyings in the Far East.

"It took nearly four hours to reach Port Arthur from Dalny," says Mr. Burleigh in one of his letters. "The wash of the surrounding hills ran down into the narrow valley and its branchings, and was carried seaward, the little loch or ford, behind the gap in the range that gives haven and shelter from storms at Port Arthur, must have been a big, a deep, and a fine anchorage. Time has silted up the harbour, and it will take three or four dredgers now at work two years or more to make wide channels up to the new quays. Not very much has been done towards extending its anchorage area since the Chinese authorities were turned out by the Russians. But works, whereat over 10,000 coolies are employed, are in progress. These include the filling up of the old fresh-water lake, near the inner dock basin; the making of three 700 ft. long new docks, for the refitting of their warships; the removal of the whole of the old town, Chinese and European, to new quarters two miles farther up the valley; the creation of railway sidings, wharves, roadways, bridges, and what-not. And besides all these, provision has been made, and millions of roubles have been already expended upon levelling and cutting away hills for fortifications, the making of a great palace for Admiral Alexieff, the Governor, and a Russian cathedral. Besides, there is more in progress, to wit, lines upon lines of streets, tenements, shops, with, of course, the phantasy of parks, squares, and public gardens, whereon there is a band-stand and some rock-work, but, as yet, not a tree, and barely either shrub or suggestion of grass."

"Fortis of no mean kind, and of great magnitude, can be counted not in units, but by tens, between Dalny and Port Arthur. The industry displayed upon every hand in railway construction, housebuilding, the erection of fortifications, the making of docks, roads, and the improvement of the harbour, was admirable and commendable. Nor do I, nor can I, easily enumerate all the works that were being pushed forward, with, perhaps, ruthless, but unflagging zeal, and much prescience. Day and night operations go forward, designed to make Port Arthur a commercial emporium and a great naval arsenal."

"I still hold that Port Arthur is over-fortified. Its frowning works, mounds of earth, and bastions of granite rock, its glacis and its trenches, circling and crowning some score or more of often remote and disconnected hills that can be dominated from other heights, render them open to attack and capture in detail. And to such a form of assault they are further peculiarly exposed, for the scorings of the soil are numerous and deep. Gullies traverse the hills in all directions, and there is magnificent cover for riflemen, often up to within 300 yards or less of the nearest outlying defences of the main works. Again, scarcely half the forts are completed or have any guns in position to check an attack delivered from the land side. It is intended, once the harbour has been deepened over a greater area, to open a new channel, cutting this silted sand in a direction opposite the existing basin upon the far side of the waterway. By that means the commercial marine would have its own part of the harbour and direct access to the traders' wharves and the new railway sidings."

"The Russian ships rarely go out either for target practice or for steaming manoeuvres. From such information as I could gather, as well as what I saw for myself, they are slack in their sailor duties, for the officers spend much of their time ashore, and the ideal of Russian life seems to be finding enjoyment and solace in such amusements as a very 'tarry' town affords. Again, it may be that as the Russian ships are not taken either out or into the harbour under their own steam, but are hauled by tugs and directed by local pilots, there is an excuse for their not being out and about at sea every day. The fact that the officers do not handle their own ships under the vessel's own steam indicates either a want of confidence or a want of experience upon the part of their naval commanders. The pilots and tug captains, by no means all Russians, are now to be set a new trial, for the fleet is to be tested by being towed out and into the harbour during the night. As the entrance is straight, wide, and clear, though but of moderate uniform depth, and the rocky hills stand out boldly, there should be no serious difficulty or risk in the adventure. From a frequent inspection of the fleet's targets after practice it is evident the shooting is of very mediocre quality. The target was never towed at any great speed nor was the range a long one, but it was rarely ever hit or put in danger. Of course I am told it is different with the artillerymen—the garrison gunners in the big shore batteries that frown from every hill—they can shoot well, and many of the cannon are of great size."

"Barracks, barracks, and military quarters, built and building everywhere, was what I saw all the way to Moukden. Upon arriving there, one saw the accustomed crowd of Russian uniforms, Russian letters, and the Russian flag floating over that of the fiery Chinese dragon. I hired a ricksha, with a coolie for driver and another for pusher, and set out upon a long five-mile run through the ancient three-walled capital of Manchuria, the home of the Manchu Kings, for the suburb of Tung-Wang, where the missionaries dwell. I found Russian sentries on guard at the gates, as, later on, I found and sent some home photos of them and their officers, in occupation of the Palace of the Manchu dynasty, standing by the throne, and in the temples, and other buildings."

IN PORT ARTHUR.

PREVAILING CONDITIONS. Two steamers arrived from Chefoo yesterday, the *Fungshan* and *Haiting*, and by one of them a friend of Shanghai received a letter from a resident in Port Arthur, saying the *Shanghai Times* of 19th inst. The message, which was

dated the 9th inst., having been taken to Chefoo by the British steamer *Foxton Hall*, which arrived there on the 12th.

The letter throws much valuable light on the condition of affairs in Port Arthur up to the time of the last bombardment and the fact that the writer has been in the Russian citadel since the outbreak of hostilities. The letter reads in part as follows:

"I have much to say which I dare not put on paper, for every letter leaving here is opened and if the contents are found to be derogatory to the Russians the letter is destroyed and its writer is made the object of much discomfiture in many indirect ways, even if worse does not befall him. I am taking the chance of smuggling this aboard a steamer which I hear is leaving for Chefoo in a day or two."

"I wish I were well out of this, but circumstances are such as to prohibit my getting away, at least for the present, as I have work to do for the Government and while my remuneration is large my every move is watched and a frustrated escape would mean short shift for me."

"Of course you have heard all about the first three bombardments and how the Russians were caught napping and the pride of their fleet rendered shattered and useless. The number of the killed and wounded in the several bombardments has been something awful and all hospitals are full, and a dozen temporary ones have been erected and even these are crowded to capacity limits and the medical assistance at hand is sadly inefficient to cope with the demands made upon it. Altogether 235 sailors and inhabitants, including Chinese, have been killed or succumbed to injuries and the number of wounded is nearly as many again. Nearly all the Russian warships have suffered severely, but especially the battleships *Retikuan* and *Cesarevitch* and the cruiser *Pallada*, the complements of which have been sadly decimated."

"The Chinese of the place became thoroughly demoralised as soon as the first shell was fired last month and hundreds of them took to the hills in droves, some very scantily clad, and were herded to and fro by the falling shells like sheep. Sometimes a shell would drop right in their midst and the slaughter would be terrible."

"The Russians who are wounded receive the first consideration at the hospital and the unfortunate Chinese come a long way after, while the Japanese, in the majority of cases, are left to shift for themselves as best they may."

"The feeling against the Japanese here is fanatically intense and it would have been well for them could they have all got away, before hostilities commenced. They are all considered as spies and are maltreated on the slightest pretext. As an illustration of this I will mention that companies of soldiery have been told off and instructed to seize every Chinaman they could lay their hands on and twist his cue to find out if it were real or if its owner were a Japanese spy in disguise. A dozen of the latter have been discovered and shot on the spot, their bodies being left to rot where they fell."

"Frantic endeavours have been made to repair the *Retikuan*, *Pallada* and *Cesarevitch* and the former hope has been conducted under the supervision of an Englishman who receives \$300 per day for his services. All three vessels have been patched up so as to be moved about under their own steam, but it is very doubtful if they will be fit for active service again until they have been docked and thoroughly overhauled."

"At present the calculation is to plug them up sufficiently so as to be able to utilise them for harbour defence. They are all badly crippled and literally shot to pieces."

"The soldiers and sailors here are working like Trojans, for they realise that it is a question of life or death to them and no efforts are being spared to repel a land attack, which it is confidently expected will be made in the near future. Many of the big guns from the ships have been landed and placed in the forts, the shore batteries having so far lamentably failed to come up to expectation."

"Every man available is working night and day outside the city, helping to throw up earthworks and to place the guns brought from the ships in position thereabouts. There are enormous quantities of dynamite in the city and this has been used in mining some of the easiest approaches to the place. Miles of barbed wire have also been used in the preparations against assault by land."

"There is plenty of food here but it is carefully husbanded, for a long siege is anticipated and already prices are high enough to cause great suffering among the poor population. A cargo of cattle was successfully landed a few days ago and three more cattle ships are expected during the next week."

"The weather is bitterly cold and the population as a whole is completely demoralised. The reverses sustained have driven more than one well known man out of his mind and several suicides among military and naval officers have been reported. Attempted desertions have been frequent and already forty soldiers have been shot for this reason. I should say that there are ten thousand Russian soldiers in the place to-day."

"What is thought to have been the Japanese fleet has been sighted twice during the past two days and another bombardment is fearfully awaited. So far the forts have not sustained material damage but a large number of business houses have been razed to the ground, and there have been several outbreaks of fire caused by the shells which proved troublesome to extinguish. There is enough ammunition here to last a year even if there were a bombardment every day."

ITS EFFECTUAL BLOCKADE BY THE JAPANESE.

The China Merchants' steamer *Fungshan* reached Chefoo on March 14. On the evening of the 15th a formidable fleet of Japanese warships appeared off the harbour, creating some consternation among the inhabitants of the port by the use of searchlights, playing them on the harbour and the north shores of the bluff. The fleet did not enter the harbour, they being apprised, no doubt, of the absence of the enemy."

Officers of the *Fungshan* report everything as being very quiet at Chefoo. When the ship left that port there were only three vessels in the harbour. Prior to the breaking-out of hostilities, the harbour used to be alive with

craft principally engaged in trade with Port Arthur. So effectual has the blockade become that the most daring skipper will not hazard losing his vessel and cargo in attempting to run in, although there is a big money in it, as many declare, if he succeeds. Formerly there were big cattle shipments to Port Arthur from Chefoo. This traffic has been abandoned.

There was formerly a large Japanese population at Chefoo. The Japanese have nearly all left the place, and what few remain are preparing to go.

"Notwithstanding the proximity of Chefoo to Port Arthur," said J. M. Miller, second officer of the *Fungshan* to a *Times* reporter, "there is less war news from Port Arthur at that place than there is in Shanghai. When we reached Chefoo the steamer was boarded by many anxious to obtain the latest war news, and particularly concerning Port Arthur. Many inquiries were made for Shanghai papers."

This statement by Officer Miller is further evidence of the effectual blockade of Port Arthur.

Following are items from the *N. C. D. News*:

Tokio, 18th March.—A Russian destroyer was blown up on the 16th instant through coming into collision with an unbuoyed mine. Four of the crew were saved.

Confidential pourparlers have been taking place between the Ministers, the Elder Statesmen, and the Party leaders in the Diet, resulting in a satisfactory understanding as to the financial programme of the war.

General Kuropatkin is to arrive at Moukden on the 26th of March, and at Liaoyang on the 28th.

Kobe, 18th March.—It is officially announced that the Russian squadron under Admiral Makarov left Port Arthur on the night of the 10th with supposed intention to attempt a junction with the Vladivostok squadron. On the 13th they sighted Admiral Togo's scouts and returned to Port Arthur.

The musical comedy, *The Geisha*, which was being performed at the Paterburg, has been withdrawn on account of hostile demonstrations, to which it gave rise on the part of the public.

Two famous war artists are off to the front once more in Mr. Melton Prior and Mr. Frederic Villiers—both on behalf of the *Illustrated London News*—the former with the Japanese and the latter on the Russian side.

M. Pelletan, the French Minister of Marine, has issued an order to hurry on the preparations for the departure of the cruiser *D'Assas* and the destroyers *Javeline* and *Pistolet* for the Far East. Only such equipment as is absolutely necessary will be completed. The *Javeline* and the *Pistolet* was to sail on 24th ult.

COMMERCIAL.

Advices dated, Shanghai 19th inst., report business done:—Indo-Chinas at Tls. 62½ for March. Farnham, Boyds at Tls. 142½/143/142/141/141 for 29th instant, Tls. 146 for June, Tls. 147 for July and Tls. 148 for August. Langkats at Tls. 28½ cash, Tls. 28½ settlement and Tls. 300 for June. Gas at Tls. 110.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/9½
Do. demand 1/9 13/16
Do. 4 months' sight 1/10 1/16
France—Bank T.T. 2/27½
America—Bank T.T. 44½
Germany—Bank T.T. 1/85½
India T.T. 1/35½
Do. demand 1/35½
Shanghai—Bank T.T. 71½
Japan—Bank T.T. 89½
Singapore—Bank T.T. Nominal
Java—Bank T.T. 109½

Buying.
4 months' sight L/C 1/10 3/16
6 months' sight L/C 1/10 5/16
30 days' sight San Francisco & New York 44½
4 months' sight do. 45½
30 days' sight Sydney and Melbourne 1/10 7/16
4 months' sight France 2/34½
6 months' sight " 2/34
4 months' sight Germany 1/90
Bar Silver 26
Bank of England rate 4%

To-day's Advertisements.

THE HONGKONG FROZEN FOOD SUPPLY.

DEPOT No. 3, ICE HOUSE STREET.

Telephone No. 343.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s s.s. "TAIYUAN," including MUTTON, LAMB, PORK, SPICED BEEF, RABBITS, HARES, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER, (80 cts. per lb), CHEESE, HAM (PRIME, SMOKED).

Pass Books will be supplied to, and Credit Accounts kept with well known residents.

Price Lists on application.

LAU KUE TONG, Manager.

Hongkong, 23rd March, 1904. [415]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on WEDNESDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd March, 1904. [416]

EOTHEN MARK LODGE,

No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 29th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd March, 1904. [417]

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 2nd April, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd March, 1904. [418]

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"HAITAN."

Captain Roach, will be despatched for the above Port, on FRIDAY, the 25th instant, at 10 A.M.

For Freight or Passage apply to DOUGLAS, LARPAIK & CO., General Managers.

Hongkong, 23rd March, 1904. [419]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"SUISANG."

Captain James Young, will be despatched as above on TUESDAY, the 29th inst., at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd March, 1904. [420]

S.S. "SALAZIE"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Mer*, and *Crimée*, from Havre, ex s.s. *Memphis*, and from Bordeaux, ex s.s. *Ville de Bordeaux*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, the 23rd instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 29th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th instant, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd March, 1904. [9]

PUBLIC AUCTION.

THE Undersigned have received instructions from A. H. OUGH, Esq., to Sell by PUBLIC AUCTION,

ON FRIDAY,

the 25th March, 1904, within his residence, No. 4, Macdonnell Road, at 2.30 P.M.

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

SHANGHAI-MADE WARDROBE, TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, TEAKWOOD DINER WAGGON, WRITING DESK, BRASS AND IRON BEDSTEADS, TAPESTRY COVERED SETTEE, EASY CHAIRS, ICE CHEST, NEW COOKING STOVE AND UTENSILS, GLASS AND CROCKERY WARE, SILVER SALT CELLARS, &c., &c.,

ALSO

MacEwen
Frickel
& Co.

AGENTS IN THE FAR EAST FOR JOHN JEFFREY & Co. HERIOT BREWERY
EDINBURGH.

FINE OCTOBER ALES.

A stock of JEFFREY'S fine OCTOBER BREW has now been landed and is being offered in
FIRKINS of 9 gallons;
KILDERKINS of 18 gallons;
HOGSHEADS of 54 gallons;
PINTS (7 doz. to the case).

Also JEFFREY'S popular EDINBURGH XXX TOUT in cases of 7 doz. pints.

OFFICE:
3, DUDELL ST.

NOTICE.

THE WEATHER WILL BE EXCEEDINGLY COLD AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOUR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

BY THE WAY, HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VCEUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERYONE IN THE COLONY.

N.B.—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).